

# Montgomery County Airpark -- No. 703909

Category  
Agency  
Planning Area  
Relocation Impact

Revenue Authority  
Revenue Authority  
Gaithersburg  
None

Date Last Modified  
Previous PDF Page Number  
Required Adequate Public Facility

December 31, 2003  
18-10(03 App)  
NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	529	529	0	0	0	0	0	0	0	0	0
Land	14,968	1,914	1,000	12,054	0	3,709	1,645	6,700	0	0	0
Site Improvements and Utilities	9,089	5,308	22	3,759	189	0	1,800	220	1,550	0	0
Construction	1,786	0	33	1,753	359	300	1,094	0	0	0	0
Other	422	22	400	0	0	0	0	0	0	0	0
Total	26,794	7,773	1,455	17,566	548	4,009	4,539	6,920	1,550	0	0

## FUNDING SCHEDULE (\$000)

Contributions	85	85	0	0	0	0	0	0	0	0	0
Federal Aid	23,889	6,770	1,310	15,809	493	3,608	4,085	6,228	1,395	0	0
Revenue Authority	1,511	558	73	880	28	201	227	346	78	0	0
State Aid	1,309	360	72	877	27	200	227	346	77	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

The Montgomery County Airpark is a general aviation reliever airport in Gaithersburg, Maryland. The Montgomery County Revenue Authority (MCRA) updated the Airport Layout Plan (ALP) in 2002. The updated ALP identifies the projects and plans the sequencing for continued airport improvement. The cost of the ALP over the 20-year planning horizon totals \$32 million. The costs are expected to be funded \$16 million by the FAA, \$900,000 each by Maryland Aviation Administration and MCRA, and the remaining \$14.2 million by non-Federal funds. The ALP is the basis for Federal Aviation Administration (FAA) funding of projects at airports. The FAA has approved funds for the Airport Capital Improvement Plan (ACIP). FAA priorities for funding projects include promoting safety and security; preserving existing infrastructure; mitigating noise or environmental impacts; fulfilling compliance; and providing capacity.

### Service Area

Countywide. As a general aviation reliever airport, the Airpark plays a role in the Reagan National Airport system.

### JUSTIFICATION

The recommended acquisitions, easements, and obstruction removals address obstructions to air navigation and protect life and property on the ground. Activities are based on Federal Aviation Administration design standards and guidelines. The signage, pavement marking, and taxiway light projects primarily address safety issues. The hold position signage and pavement marking are designed to alert pilots to the safe hold locations prior to entering the runway to promote safe and efficient operation of aircraft in the air operations area. The taxiway lights, which indicate the edges of the taxiways at night, need to be replaced due to age and condition. A holding bay at the approach end of Runway 32 will be constructed to provide a place off the taxiway for aircraft waiting for air traffic control clearance. The positions of the taxiway connections between the runway and the taxiway will be relocated to provide easier departure from the runway and better access to the landside of the airport. The construction of the electrical vault will ensure adequate power to the entire airport and provide easier access for maintenance and operation.

### Plans and Studies

The basis for the planned improvements is the Airport Layout Plan (ALP) approved by the FAA July 25, 2002, and the Airport Capital Improvement Plan (ACIP) for 2004-2009 approved by the FAA. Pedestrian Safety is considered during design.

### Cost Change

The cost increase reflects the implementation of the Airport Layout Plan.

### STATUS

The acquisition and installation of the localizer landing guide has been delayed due to a change in priorities.

### FISCAL NOTE

Funding for all Airpark projects is 90 percent Federal, 5 percent State and 5 percent Revenue Authority, except for the localizer. The funding for the localizer will include \$100,000 in State funding, and the balance will be Revenue Authority or other non-Federal sources. The \$400,000 in the "Other" category is for the completion of the Environmental Assessment as required by the FAA.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY70	(\$000)
Initial Cost Estimate		5,607
First Cost Estimate		
Current Scope	FY05	26,794
Last FY's Cost Estimate		18,426
Present Cost Estimate		26,794
Appropriation Request	FY05	0
Appropriation Request Est.	FY06	0
Supplemental		
Appropriation Request	FY04	0
Transfer		0
Cumulative Appropriation		18,061
Expenditures/		
Encumbrances		9,228
Unencumbered Balance		8,833
Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

### COORDINATION

Federal Aviation Administration  
Maryland Aviation Administration  
Maryland-National Capital Park and Planning  
Commission  
Airport Liaison Committee

The Revenue Authority asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

### MAP

